Amendments to the Claims:

Please amend the claims as follows:

Claims 1 - 5 cancel.

Claim 6. (withdrawn) A method for operating an exhaust-gas cleaning unit having a particle filter and a nitrogen oxide store disposed upstream of the particle filter, the method comprising the steps of:

Performing a nitrogen oxide regeneration phase with, at least temporarily, a rich exhaust-gas composition for the nitrogen oxide store;

Performing a sulphur regeneration phase with an elevated temperature and, at least temporarily, a rich exhaust gas composition for the nitrogen oxide store; and performing a soot regeneration phase with, at least temporarily, a lean exhaust-gas composition and an elevated exhaust-gas temperature for the particle filter;

Wherein a longer period is provided for the sulphur regeneration phase than for the nitrogen oxide regeneration phase; and

Wherein at least part of the sulphur regeneration phase and at least part of the soot regeneration phase are performed as a combined sulphur and soot regeneration phase, the combined sulphur and soot regeneration phase, the combined sulphur and soot regeneration phase including one of:

a plurality of shorter intermittent sulphur regeneration phases during a longer soot regeneration phase;

a plurality of shorter intermittent soot regeneration phases during a longer sulphur regeneration phase;

a soot regeneration phase and a sulphur regeneration phase in immediate succession; and

a sulphur regeneration phase and a soot regeneration phase in immediate succession.

Claim 7. (withdrawn) The method according to claim 6, wherein the exhaust-gas cleaning unit includes a lambda probe disposed downstream of the particle filter, the method further comprising the steps of:

Monitoring the exhaust-gas composition with the lambda probe during the nitrogen oxide regeneration phase for a breakthrough of reducing agent, the breakthrough of reducing agent indicating an end of the nitrogen oxide regeneration phase; and

Monitoring the exhaust-gas composition with the lambda probe during the soot regeneration phase for oxygen content, the oxygen content being indicative of an end of a soot burn-off.

Claims 8 - 9 cancel.

Add new claims as follows:

10. (new) A Diesel engine including an exhaust line (1) with an exhaust gas purification system disposed in said exhaust line (1) and including a particle filter (2), a nitrogen oxide storage device (3) disposed in said exhaust line (1) upstream of said particle filter (2) and an oxidation catalytic converter (4, 6) arranged in the exhaust line (1) downstream of said nitrogen oxide storage device (3).

11. (new) A Diesel engine according to claim 1, wherein said oxidation catalytic converter (6) is arranged between said nitrogen oxide storage device (3) and said particle filter (2).

12. (new) A Diesel engine according to claim 10, wherein said oxygen catalytic converter (4) is arranged downstream of said particle filter (2).

13. (new) A Diesel engine according to claim 10, wherein said particle filter is provided with a coating configured to perform at least one of an oxidation catalytic converter function, an $HC/CO/O_2$ storage function and a soot oxidation assisting function.

14. (new) A Diesel engine according to claim 10, including means for heating the $NO_x$ storage device (3) to a temperature above 60°C in order to provide for sulfur and soot deposit regeneration of the $NO_x$ storage device.

15. (new) A Diesel engine according to claim 14, wherein said heating of the $NO_x$ storage device (3) is achieved by oxidation of additional fuel injected into the exhaust gas.

16. (new) A Diesel engine according to claim 14, wherein said heating of the $NO_x$ storage device (3) is achieved by the oxidation of additional fuel injected into the engine.

17. (new) A Diesel engine according to claim 14, wherein another oxidation catalytic converter (5) is

arranged in said exhaust line upstream of said $NO_x$ storage device (3) and combined sulfur and soot regeneration phases are provided with sulfur removal in the nitrogen oxide storage device (3) and soot removal in the particle filter (2) by exhaust gas heated in the other oxidation catalytic converter (5) before reaching the $NO_x$ storage device (3), the exhaust gas being sufficiently hot when reaching the particle filter (5) downstream of the $NO_x$ storage device to cause combustion of the particles collected on the particle filter (2).

18. (new) A Diesel engine according to claim 14, wherein said Diesel engine includes an exhaust gas recirculation system which is deactivated during soot regeneration of the particle filter (2).

19. (new) A Diesel engine according to claim 14, wherein first sensors (3) are arranged in said exhaust line (1) upstream of said nitrogen oxide storage device (3) for determining the lambda value, the nitrogen oxide content and the temperature of the exhaust gas, second and third sensors (S2, S3) are arranged downstream of the nitrogen oxide storage device (3) and, respectively, the particle filter (2) for determining the pressure and temperature of the exhaust gas, and a fourth sensor (S4) is arranged at the exit end of the exhaust gas purification system for determining the lambda value and the oxygen and nitrogen content of the exhaust gas leaving the exhaust gas purification system.